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13 Y 14 DE MAYO
Campenanto de España de Superbike

## MAY 13th 14th

## Circuit Ricardo Tormo

Length: 4005 metros

| Pos. | N. | Rider | Team | Motorcycle | Nat. | Best Lap | iL | Laps | Gap | Interval | Speed | Tyr. | Cat |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | 55 | CALATAYUD, Unai | ARCO MOTOR UNIVERSIT | YAMAHA | ESP | 01:47,168 | 5 | 14 |  |  | 134,54 | Pirelli |  |
| 2 | 37 | PEREZ, Jose Luis | CHINA RACING TEAM |  | ESP | 01:47,228 | 11 | 13 | 00:00,060 | 00:00,060 | 134,46 | Pirelli |  |
| 3 | 33 | SANCHEZ, Gonzalo | ARCO MOTOR UNIVERSIT | YAMAHA | ESP | 01:47,275 | 4 | 11 | 00:00,107 | 00:00,047 | 134,4 | Pirelli |  |
| 4 | 47 | TORRES, Antonio | DEZA-BOX 77 RACING T | KAWASAKI | ESP | 01:47,415 | 11 | 14 | 00:00,247 | 00:00,140 | 134,23 | Pirelli | K |
| 5 | 61 | HIDALGO, Uriel | DEZA - BOX 77 RACING | KAWASAKI | ESP | 01:48,113 | 7 | 15 | 00:00,945 | 00:00,698 | 133,36 | Pirelli | K |
| 6 | 80 | RENDE, Cameron | MOTAP RACING TEAM | KAWASAKI | AUS | 01:48,284 | 6 | 16 | 00:01,116 | 00:00,171 | 133,15 | Pirelli | K |
| 7 | 79 | ALONSO, Tomas M. | QUARESMA RACING TEAM | KAWASAKI | POR | 01:48,285 | 14 | 14 | 00:01,117 | 00:00,001 | 133,15 | Pirelli | K |
| 8 | 18 | MUÑOZ, Ivan | DEZA - BOX 77 RACING | KAWASAKI | ESP | 01:48,316 | 6 | 15 | 00:01,148 | 00:00,031 | 133,11 | Pirelli | K |
| 9 | 76 | DIAS, Gonçalo | VRC TEAM | KAWASAKI | POR | 01:48,438 | 10 | 12 | 00:01,270 | 00:00,122 | 132,96 | Pirelli | K |
| 10 | 71 | BOLAÑO, Ivan | DEZA - BOX 77 RACING | KAWASAKI | ESP | 01:48,583 | 11 | 14 | 00:01,415 | 00:00,145 | 132,78 | Pirelli | K |
| 11 | 62 | TRIAS, Blai | ILUSION RACING | KAWASAKI | ESP | 01:48,790 | 14 | 16 | 00:01,622 | 00:00,207 | 132,53 | Pirelli | K |
| 12 | 44 | COVARRUBIAS, Adrian | PM MOTORSPORT- BULTA | KAWASAKI | ESP | 01:48,793 | 3 | 4 | 00:01,625 | 00:00,003 | 132,53 | Pirelli | K |
| 13 | 26 | OCETE, Daniel | I+DENT JUNIOR RACING | YAMAHA | ESP | 01:48,825 | 14 | 16 | 00:01,657 | 00:00,032 | 132,49 | Pirelli |  |
| 14 | 73 | NAKAMURA, Ryunosuke | MDR COMPETICIóN | YAMAHA | JPN | 01:48,880 | 15 | 16 | 00:01,712 | 00:00,055 | 132,42 | Pirelli |  |
| 15 | 92 | AZNAR, Joel | ILUSION RACING | KAWASAKI | ESP | 01:49,029 | 10 | 13 | 00:01,861 | 00:00,149 | 132,24 | Pirelli | K |
| 16 | 35 | FLEMING, Varis | MOTAP RACING TEAM | KAWASAKI | AUS | 01:49,081 | 15 | 15 | 00:01,913 | 00:00,052 | 132,18 | Pirelli | K |
| 17 | 32 | VALENTE Rodrigo | ILUSION RACING | KAWASAKI | POR | 01:49,266 | 8 | 15 | 00:02,098 | 00:00,185 | 131,95 | Pirelli | K |
| 18 | 16 | LIRA, Elmer Joel | MOTAP RACING TEAM | KAWASAKI | CRC | 01:49,432 | 12 | 16 | 00:02,264 | 00:00,166 | 131,75 | Pirelli | K |
| 19 | 23 | RAPOSEIRAS, Jordi | ALMA RACING | KAWASAKI | AND | 01:49,504 | 14 | 14 | 00:02,336 | 00:00,072 | 131,67 | Pirelli | K |
| 20 | 21 | DA SILVA, Rafael | K. PL RACING JUNIOR | KAWASAKI | BRA | 01:49,833 | 5 | 16 | 00:02,665 | 00:00,329 | 131,27 | Pirelli | K |
| 21 | 10 | DE SOUSA, F. | VRC TEAM | KAWASAKI | POR | 01:49,978 | 8 | 15 | 00:02,810 | 00:00,145 | 131,1 | Pirelli | K |
| 22 | 2 | RIVERA, Natalia | I+DENT JUNIOR RACING | YAMAHA | ESP | 01:50,212 | 11 | 14 | 00:03,044 | 00:00,234 | 130,82 | Pirelli |  |
| 23 | 99 | ZHAN, Junhao | CHINA RACING TEAM |  | CHN | 01:50,763 | 11 | 15 | 00:03,595 | 00:00,551 | 130,17 | Pirelli |  |
| 24 | 48 | EUGENIO, Martim A. | TEAM MOTOCLUBE LOULé | KAWASAKI | POR | 01:50,779 | 13 | 15 | 00:03,611 | 00:00,016 | 130,15 | Pirelli | K |

$\square$
$\square$

## C.Timekeeper:

Hour:


## CTO. ESBK 2023

ANALYSIS / SECTORS Ent. Libre 1 SS300

|  | 2 RIVE | RIVERA, Natalia ESP | Sector 2 | I+DENT JUNIOR RACING |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | ESP |  |  | P.Vmax: 22 |  | T. Ideal: 01:49,963 |  |
| Lap | Time | Sector 1 |  | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | START | 01:43,489 | 00:31,142 | 00:26,490 | 00:31,617 |  | 10:22:59 |
| 2 | 01:53,026 | 00:26,417 | 00:29,766 | 00:25,854 | 00:30,989 | 167,44 | 10:24:52 |
| 3 | 01:52,519 | 00:26,399 | 00:29,568 | 00:25,615 | 00:30,937 | 168,31 | 10:26:44 |
| 4 | 01:51,198 | 00:26,393 | 00:28,954 | 00:25,358 | 00:30,493 | 168,75 | 10:28:35 |
| 5 | 01:50,817 | 00:25,965 | 00:28,973 | 00:25,319 | 00:30,560 | 172,34 | 10:30:26 |
| 6 | PIT | 00:26,055 | 00:29,392 | 00:25,955 | 00:39,612 | 170,53 | 10:32:27 |
| 7 | PIT | 02:21,063 | 00:30,445 | 00:26,443 | 00:38,152 |  | 10:36:23 |
| 8 | 06:08,639 | 04:39,848 | 00:30,443 | 00:26,216 | 00:32,132 |  | 10:42:32 |
| 9 | 01:50,800 | 00:26,199 | 00:28,990 | 00:25,204 | 00:30,407 | 173,73 | 10:44:23 |
| 10 | 01:50,562 | 00:25,917 | 00:28,892 | 00:25,324 | 00:30,429 | 171,88 | 10:46:13 |
| 11 | 01:50,212 | 00:25,861 | 00:28,937 | 00:25,159 | 00:30,255 | 169,63 | 10:48:03 |
| 12 | PIT | 00:26,064 | 00:28,766 | 00:25,081 | 00:53,524 | 172,34 | 10:50:17 |
| 13 | 03:08,152 | 01:37,943 | 00:31,679 | 00:26,879 | 00:31,651 |  | 10:53:25 |
| 14 | 01:50,317 | 00:25,940 | 00:28,867 | 00:25,156 | 00:30,354 | 167,88 | 10:55:15 |


| 10 | DE SOUSA, F. | VRC TEAM |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | P.Vmax: 17 | T. Ideal: 01:48,849 |  |  |
| Lap |  | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max |
| Hour |  |  |  |  |  |  |  |
| 1 | START | $01: 23,911$ | $00: 27,467$ | $00: 25,663$ | $00: 33,130$ |  | $10: 22: 36$ |
| 2 | $01: 51,437$ | $00: 26,098$ | $00: 29,355$ | $00: 25,268$ | $00: 30,716$ | 178,02 | $10: 24: 27$ |
| 3 | $01: 50,859$ | $00: 26,232$ | $00: 28,525$ | $00: 25,458$ | $00: 30,644$ | 176,09 | $10: 26: 18$ |
| 4 | $01: 50,564$ | $00: 26,016$ | $00: 28,681$ | $00: 25,252$ | $00: 30,615$ | 176,57 | $10: 28: 09$ |
| 5 | $01: 50,943$ | $00: 26,131$ | $00: 28,536$ | $00: 25,346$ | $00: 30,930$ | 175,61 | $10: 30: 00$ |
| 6 | $01: 51,910$ | $00: 26,162$ | $00: 29,183$ | $00: 25,370$ | $00: 31,195$ | 176,57 | $10: 31: 52$ |
| 7 | $01: 50,867$ | $00: 26,323$ | $00: 28,482$ | $00: 25,186$ | $00: 30,876$ | 170,98 | $10: 33: 43$ |
| 8 | 01:49,978 | $00: 25,963$ | $00: 28,475$ | $00: 25,007$ | $00: 30,533$ | 175,14 | $10: 35: 32$ |
| 9 | PIT | $00: 25,882$ | $00: 28,642$ | $00: 27,784$ | $00: 38,839$ | 178,02 | $10: 37: 34$ |
| 10 | $08: 41,254$ | $07: 15,575$ | $00: 29,128$ | $00: 25,786$ | $00: 30,765$ |  | $10: 46: 15$ |
| 11 | $01: 51,234$ | $00: 26,091$ | $00: 29,097$ | $00: 25,521$ | $00: 30,525$ | 174,66 | $10: 48: 06$ |
| 12 | $01: 50,786$ | $00: 26,030$ | $00: 28,721$ | $00: 25,349$ | $00: 30,686$ | 176,09 | $10: 49: 57$ |
| 13 | $01: 50,561$ | $00: 26,064$ | $00: 28,568$ | $00: 24,975$ | $00: 30,954$ | 173,73 | $10: 51: 47$ |
| 14 | $01: 50,854$ | $00: 26,118$ | $00: 28,511$ | $00: 25,448$ | $00: 30,777$ | 172,34 | $10: 53: 38$ |
| 15 | $01: 50,160$ | $00: 26,097$ | $00: 28,427$ | $00: 25,089$ | $00: 30,547$ | 171,88 | $10: 55: 28$ |


| 16 | LIRA, Elmer Joel | MOTAP RACING TEAM |
| :---: | :--- | :--- | :--- |
| CRC | P.Vmax: 7 | T. Ideal: 01:49,390 |


| Lap Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| :---: | :--- | :--- | :--- | :--- | :--- | :--- |
| 1 START | $02: 28,535$ | $00: 29,077$ | $00: 25,372$ | $00: 30,644$ |  | $10: 23: 39$ |

2 01.53,008 $00: 26,220-00: 30,242 \quad 00: 25606$ $\begin{array}{llllll}00: 26,458 & 00: 29,101 & 00: 25,578 & 00: 31,148 & 174,66 & 10: 27: 25\end{array}$ $\begin{array}{llllll}00: 26,304 & 00: 29,011 & 00: 25,341 & 00: 40,146 & 175,14 & 10: 29: 25\end{array}$ $00: 54,165 \quad 00: 29,364 \quad 00: 25,268 \quad 00: 30,452 \quad 10: 31: 45$ 00:26,449 00:28,604 00:25,032 00:30,102 00:25,877 00:28,988 00:25,019 00:30,365 $\begin{array}{llll}00: 25,858 & 00: 28,739 & 00: 25,144 & 00: 30,569\end{array}$ $00: 26,223 \quad 00: 29,464 \quad 00: 25,939 \quad 00: 40,208$ 03:52,598 00:29,348 00:29,977 00:31,590 $\begin{array}{llll}00: 26,308 & 00: 29,038 & 00: 25,577 & 00: 30,569\end{array}$ 00:25,796 00:28,646 00:24,989 00:30,001 00:25,960 00:28,636 00:25,391 00:30,225 00:25,802 00:29,852 00:25,350 00:30,571 $00: 27,21500: 29,284 \quad 00: 26,330 \quad 00: 30,333$ $\begin{array}{lllllll} & 00: 26,107 & 00: 28,969 & 00: 25,394 & 00: 31,337 & 182,02 & 10: 55: 49\end{array}$

|  | MUÑOZ, Ivan <br> ESP | DEZA - BOX 77 RACING |  |
| :---: | :--- | :--- | :--- |
|  |  | P.Vmax: 12 | T. Ideal: 01:47,968 |

Lap Time Sector 1 Sector 2 Sector 3 Sector 4 V.Max Hour 02:27,775 00:28,786 00:25,098 00:30,043 $\quad$ 10:23:37 $\begin{array}{llllll}00: 25,765 & 00: 28,003 & 00: 25,166 & 00: 29,891 & 174,66 & 10: 25: 26\end{array}$ $\begin{array}{llllll}00: 25,427 & 00: 28,310 & 00: 24,952 & 00: 30,069 & 179,50 & 10: 27: 15\end{array}$ $00: 26,142 \quad 00: 28,305 \quad 00: 25,264 \quad 00: 30,159 \quad 173,26 \quad 10: 29: 05$ $\begin{array}{llllll}00: 25,848 & 00: 28,072 & 00: 24,720 & 00: 30,078 & 176,57 & 10: 30: 54\end{array}$ $\begin{array}{llllll}00: 25,492 & 00: 28,024 & 00: 24,867 & 00: 29,933 & 172,34 & 10: 32: 42\end{array}$ $\begin{array}{llllll}00: 25,630 & 00: 28,083 & 00: 24,647 & 00: 30,156 & 172,34 & 10: 34: 30\end{array}$ $\begin{array}{llllll}00: 27,677 & 00: 30,251 & 00: 25,811 & 00: 39,397 & 172,34 & 10: 36: 34\end{array}$ 07:02,880 00:28,540 00:24,999 00:30,315 10:45:00 00:25,909 $00: 28,296 \quad 00: 24,953 \quad 00: 29,969 \quad 172,34 \quad 10: 46: 49$ $\begin{array}{lllllll}00: 25,822 & 00: 28,104 & 00: 24,789 & 00: 29,974 & 171,43 & 10: 48: 38\end{array}$ 00:25,709 $\quad 00: 28,278 \quad 00: 24,922 \quad 00: 30,264 ~ 172,34 ~ 10: 50: 27$ $\begin{array}{llllll}00: 25,774 & 00: 28,205 & 00: 24,775 & 00: 31,788 & 172,34 & 10: 52: 18\end{array}$ $\begin{array}{llllll}00: 25,860 & 00: 28,065 & 00: 24,835 & 00: 30,277 & 173,26 & 10: 54: 07\end{array}$ | $00: 25,780$ | $00: 28,269$ | $00: 25,037$ | $00: 29,911$ | 170,98 | $10: 55: 56$ |
| :--- | :--- | :--- | :--- | :--- | :--- |

| $\mathbf{2 1}$ | DA SILVA, Rafael |  | K. PL RACING JUNIOR |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | P.Vmax: 17 | T. Ideal: 01:49,305 |  |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | START | $01: 14,425$ | $00: 30,068$ | $00: 25,768$ | $00: 30,936$ |  | $10: 22: 27$ |
| 2 | $01: 51,807$ | $00: 26,623$ | $00: 28,888$ | $00: 25,374$ | $00: 30,922$ | 170,53 | $10: 24: 19$ |
| 3 | $01: 50,712$ | $00: 26,309$ | $00: 28,522$ | $00: 25,190$ | $00: 30,691$ | 171,43 | $10: 26: 09$ |
| 4 | $01: 50,143$ | $00: 26,013$ | $00: 28,496$ | $00: 25,000$ | $00: 30,634$ | 172,34 | $10: 28: 00$ |
| 5 | $01: 49,833$ | $00: 25,919$ | $00: 28,493$ | $00: 24,895$ | $00: 30,526$ | 172,80 | $10: 29: 49$ |
| 6 | $01: 50,031$ | $00: 25,676$ | $00: 28,376$ | $00: 25,166$ | $00: 30,813$ | 174,19 | $10: 31: 39$ |
| 7 | $01: 50,114$ | $00: 26,038$ | $00: 28,496$ | $00: 25,004$ | $00: 30,576$ | 171,88 | $10: 33: 30$ |
| 8 | $01: 55,878$ | $00: 29,576$ | $00: 30,952$ | $00: 24,967$ | $00: 30,383$ | 170,53 | $10: 35: 25$ |
| 9 | PIT | $00: 25,844$ | $00: 28,819$ | $00: 25,260$ | $00: 39,779$ | 178,02 | $10: 37: 25$ |
| 10 | $07: 08,587$ | $05: 42,697$ | $00: 29,309$ | $00: 25,711$ | $00: 30,870$ |  | $10: 44: 34$ |
| 11 | $01: 50,595$ | $00: 26,204$ | $00: 28,768$ | $00: 25,203$ | $00: 30,420$ | 170,08 | $10: 46: 24$ |
| 12 | $01: 50,142$ | $00: 25,877$ | $00: 28,660$ | $00: 25,247$ | $00: 30,358$ | 174,19 | $10: 48: 15$ |
| 13 | $01: 50,129$ | $00: 25,857$ | $00: 28,789$ | $00: 25,118$ | $00: 30,365$ | 172,34 | $10: 50: 05$ |
| 14 | $01: 50,014$ | $00: 25,761$ | $00: 28,700$ | $00: 25,059$ | $00: 30,494$ | 173,26 | $10: 51: 55$ |
| 15 | $01: 50,902$ | $00: 26,121$ | $00: 28,777$ | $00: 25,373$ | $00: 30,631$ | 172,80 | $10: 53: 46$ |
| 16 | $01: 50,329$ | $00: 26,022$ | $00: 28,712$ | $00: 25,170$ | $00: 30,425$ | 171,88 | $10: 55: 36$ |




## CTO. ESBK 2023

ANALYSIS / SECTORS Ent. Libre 1 SS300

| 26 | OCETE, Daniel <br> ESP | I+DENT JUNIOR RACING |  |
| :---: | :--- | :--- | :--- |
|  |  | P.Vmax: 19 | T. Ideal: 01:48,780 | | Lap Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |

START
2 01:51,348
3 01:51,026
4 01:50,004
5 01:50,073
6 PIT
7 03:50,841
8 PIT
9 04:12,867
10 01:49,942
11 01:49,404
12 01:49,386
13 01:49,738
14 01:48,825
15 01:49,370
16 01:49,354

01:48,907 00:30,123 00:25,897 00:31,201 10:23:02 00:26,414 00:29,137 00:25,167 00:30,630 $00: 26,029 \quad 00: 28,578 \quad 00: 25,340 \quad 00: 31,079$ 00:25,817 00:28,467 00:25,053 00:30,667 $00: 26,092 \quad 00: 28,475 \quad 00: 25,020 \quad 00: 30,486$ 00:28,396 00:29,012 00:25,917 00:38,263 02:22,576 00:31,674 00:25,294 00:31,297 00:28,074 00:28,502 00:27,296 00:37,916 02:44,944 00:30,159 00:26,225 00:31,539 00:26,321 00:28,216 00:24,961 00:30,444 00:25,896 00:28,202 00:25,028 00:30,278 $00: 25,878 \quad 00: 28,264 \quad 00: 25,062 \quad 00: 30,182$ $00: 26,031 \quad 00: 28,251 \quad 00: 25,037 \quad 00: 30,419$ $00: 25,627 \quad 00: 28,204 \quad 00: 24,876 \quad 00: 30,118$ 00:25,814 00:28,212 00:24,959 00:30,385 00:26,038 00:28,285 00:24,956 00:30,075
$168,31 \quad 10: 24: 53$
170,53 10:26:44
177,05 10:28:34
168,75 10:30:24
168,75 10:32:26 10:36:17
168,31 10:38:19
10:42:31
169,19 10:44:21
170,98 10:46:11
169,19 10:48:00
169,63 10:49:50
175,14 10:51:39
170,53 10:53:28
169,63 10:55:17

| 32 | VALENTE Rodrigo <br> POR | ILUSION RACING <br> P.Vmax: 9 | T. Ideal: 01:48,783 |
| :---: | :--- | :--- | :--- |


| Lap Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| 1 | START | $01.20,297$ | 00.29 .391 | 00.25 .577 | 00.33 .022 |  |

2 01:51,559
3 01:50,263
4 01:49,464
5 01:49,904
6 01:49,667
7 01:49,633
8 01:49,266
9 01:49,927
10 PIT
11 07:05,208
12 01:50,147
13 01:49,629
14 01:49,547
15 PIT

01:20,297 00:29,391 00:25,577 00:33,022 $\quad 10: 22: 34$ 00:26,350 $\quad 00: 29,045 \quad 00: 25,408 \quad 00: 30,756 \quad 172,80 \quad 10: 24: 26$ $\begin{array}{llllll}00: 26,007 & 00: 28,926 & 00: 25,133 & 00: 30,197 & 178,02 & 10: 26: 16\end{array}$ $\begin{array}{lllllll}00: 25,562 & 00: 28,537 & 00: 25,012 & 00: 30,353 & 181,51 & 10: 28: 05\end{array}$ $\begin{array}{llllll}00: 25,756 & 00: 28,502 & 00: 25,052 & 00: 30,594 & 175,61 & 10: 29: 55\end{array}$ $\begin{array}{llllll}00: 25,751 & 00: 28,316 & 00: 25,028 & 00: 30,572 & 175,61 & 10: 31: 45\end{array}$ $\begin{array}{llllll}00: 25,926 & 00: 28,322 & 00: 25,178 & 00: 30,207 & 180,50 & 10: 33: 35\end{array}$ $\begin{array}{llllll}00: 25,677 & 00: 28,476 & 00: 25,042 & 00: 30,071 & 179,50 & 10: 35: 24\end{array}$ $00: 25,854 \quad 00: 28,659 \quad 00: 25,182 \quad 00: 30,232 \quad 181,01 \quad 10: 37: 14$ 00:25,851 00:28,873 00:25,376 00:37,024 05:40,681 $00: 28,827 \quad 00: 25,483 \quad 00: 30,217$ 00:25,642 $00: 28,880 \quad 00: 25,304 \quad 00: 30,321$ 00:25,733 00:28,491 00:25,066 00:30,339 $00: 25,826 \quad 00: 28,549 \quad 00: 24,834 \quad 00: 30,338$ 00:26,441 00:30,112 00:25,749 00:37,746

3 01:50,666
4 01:49,736
5 01:49,793
6 01:49,487
7 01:49,449
8 PIT
9 08:07,517
10 01:49,564
11 01:49,134
12 01:49,304
13 01:49,241
14 01:55,944
15 01:49,081

00:26,017 $00: 28,779 \quad 00: 25,482 \quad 00: 30,388$ $00: 25,841 \quad 00: 28,473 \quad 00: 25,204 \quad 00: 30,218$ 00:25,697 00:28,572 00:25,275 00:30,249 00:25,749 00:28,465 00:25,251 00:30,022 $00: 25,746 \quad 00: 28,522 \quad 00: 25,070 \quad 00: 30,111$ 00:25,828 00:28,258 00:25,657 00:39,817 06:42,982 00:28,870 00:25,406 00:30,259 00:25,692 00:28,593 00:25,187 00:30,092 00:25,616 $00: 28,605 \quad 00: 25,203 \quad 00: 29,710$ 00:25,692 00:28,550 00:25,134 00:29,928 00:25,510 00:28,491 00:25,205 00:30,035 00:25,730 00:28,317 00:30,930 00:30,967 00:25,769 00:28,292 00:25,168 00:29,852

178,51 10:27:18
176,57 10:29:07 176,09 10:30:57 174,66 $\quad 10: 32: 47$ 174,19 10:34:36 173,73 10:36:36 10:44:43
174,66 10:46:33
179,50 10:48:22
178,51 $\quad 10: 50: 11$
176,57 10:52:00
176,09 10:53:56
173,73 $\quad 10: 55: 45$


| 33 | SANCHEZ, Gonzalo |  | ARCO MOTOR UNIVERSIT |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | P.Vmax: 10 |  | T. Ideal: 01:47,205 |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | START | $01: 18,460$ | $00: 29,624$ | $00: 30,422$ | $00: 32,367$ |  | $10: 22: 37$ |
| 2 | $01: 55,247$ | $00: 25,507$ | $00: 28,637$ | $00: 30,746$ | $00: 30,357$ | 180,50 | $10: 24: 32$ |
| 3 | $01: 48,142$ | $00: 25,456$ | $00: 28,104$ | $00: 24,546$ | $00: 30,036$ | 180,50 | $10: 26: 20$ |
| 4 | $01: 47,275$ | $00: 25,248$ | $00: 27,940$ | $00: 24,474$ | $00: 29,613$ | 178,02 | $10: 28: 07$ |
| 5 | $01: 47,967$ | $00: 25,400$ | $00: 28,016$ | $00: 24,780$ | $00: 29,771$ | 179,01 | $10: 29: 55$ |
| 6 | PIT | $00: 25,340$ | $00: 28,243$ | $00: 24,505$ | $00: 36,646$ | 176,57 | $10: 31: 50$ |
| 7 | $10: 30,930$ | $09: 07,027$ | $00: 29,042$ | $00: 24,808$ | $00: 30,053$ |  | $10: 42: 21$ |
| 8 | $01: 47,789$ | $00: 25,489$ | $00: 27,942$ | $00: 24,483$ | $00: 29,875$ | 172,34 | $10: 44: 09$ |
| 9 | $01: 48,747$ | $00: 25,550$ | $00: 28,143$ | $00: 24,946$ | $00: 30,108$ | 173,26 | $10: 45: 57$ |
| 10 | $01: 47,717$ | $00: 25,318$ | $00: 28,047$ | $00: 24,542$ | $00: 29,810$ | 178,51 | $10: 47: 45$ |
| 11 | $01: 48,845$ | $00: 26,283$ | $00: 28,273$ | $00: 24,404$ | $00: 29,885$ | 164,89 | $10: 49: 34$ |


| 35 | FLEMING, Varis | MOTAP RACING TEAM |  |
| :---: | :--- | :--- | :--- |
|  | AUS | P.Vmax: 12 | T. Ideal: 01:48,548 |


|  |  |  |  |  |  |  |  |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | START | $02: 24,425$ | $00: 29,541$ | $00: 25,723$ | $00: 30,577$ |  | $10: 23: 36$ |
| 2 | $01: 50,861$ | $00: 26,096$ | $00: 28,810$ | $00: 25,642$ | $00: 30,313$ | 174,19 | $10: 25: 27$ |

## CTO. ESBK 2023

ANALYSIS / SECTORS Ent. Libre 1 SS300

1 START
2 01:52,436
3 01:52,358
4 01:52,032
5 01:51,156
6 01:51,107
7 01:50,932
8 01:51,830
9 PIT
10 08:07,741
11 01:56,357
120.151 .528

13 01:50,779
14 01:52,640
15 01:51,933

01:05,485 00:30,655 00:26,816 00:31,677 00:26,721 00:29,092 00:25,533 00:31,090 $00: 26,523 \quad 00: 29,199 \quad 00: 25,520 \quad 00: 31,116$ 00:26,381 00:29,111 00:25,362 00:31,178 $00: 26,31300: 28,763 \quad 00: 25,298 \quad 00: 30,782$ 00:26,010 00:28,789 00:25,264 00:31,044 00:26,448 00:28,736 00:25,141 00:30,607 00:26,481 00:29,250 00:25,100 00:30,999 00:34,045 00:28,743 00:25,326 00:37,164 06:40,736 00:30,010 00:25,702 00:31,293 00:26,695 00:28,889 00:29,362 00:31,411 $00: 26,586 \quad 00: 28,651 \quad 00: 25,495 \quad 00: 30,796$ 00:26,094 00:28,479 00:25,232 00:30,974 $00: 26,615 \quad 00: 29,028 \quad 00: 25,994 \quad 00: 31,003$ 00:26,537 00:28,671 00:25,406 00:31,319

10:22:20
166,58 10:24:13 167,01 10:26:05 168,75 10:27:57 168,75 10:29:48 172,80 10:31:39 170,08 10:33:30 170,53 10:35:22 170,08 10:37:28 10:45:35 166,58 10:47:32 167,44 10:49:23 167,88 10:51:14 169,19 10:53:07 167,88 10:54:59
$\square$ 55

Lap Time
1 START

2 01:48,304
3 01:47,610
4 01:47,558
5 01:47,168
6 PIT
7 10:33,993
8 01:47,412
9 01:48,352
10 01:48,807
11 01:47,387
12 01:56,955
13 01:47,786
14 01:48,043

ARCO MOTOR UNIVERSIT
P.Vmax: $1 \quad$ T. Ideal: 01:47,027
$\begin{array}{lllll}\text { Sector } 1 & \text { Sector } 2 & \text { Sector } 3 & \text { Sector } 4 & \text { V.Max }\end{array}$ Hour 01:21,270 00:29,120 00:28,748 00:32,756 00:25,180 00:28,220 00:24,899 00:30,005 00:25,002 00:27,966 00:24,628 00:30,014 00:25,234 00:27,846 00:24,593 00:29,885 00:24,907 00:27,874 00:24,506 00:29,881 00:28,032 00:28,987 00:24,942 00:37,257 09:10,248 00:28,630 00:25,034 00:30,081 00:25,054 00:27,919 00:24,669 00:29,770 00:25,479 00:28,127 00:24,711 00:30,035 00:25,845 00:28,169 00:24,721 00:30,072 00:25,219 00:27,844 00:24,512 00:29,812 00:25,460 00:28,284 00:31,599 00:31,612 00:25,358 $00: 28,002 \quad 00: 24,574 \quad 00: 29,852$ 00:25,405 0

176,09 10:24:26 185,67 10:26:14 174,19 10:28:01 174,66 10:29:48 173,26 10:31:48 10:42:22 175,61 10:44:09 178,02 10:45:57 171,88 10:47:46 175,14 10:49:33 174,19 10:51:30 172,80 $\quad 10: 53: 18$ 171,88 10:55:06 ESP Lap Time

1 START
2 01:50,640
3 01:50,214
4 01:49,485
5 01:49,100
6 01:48,512
7 01:48,113
8 01:48,466 9 PIT 10 08:03,943 11 01:49,956 12 01:48,619 13 01:48,350 14 01:48,238 15 PIT

DEZA - BOX 77 RACING P.Vmax: 12 T. Ideal: 01:47,996 $\begin{array}{lllll}\text { Sector } 1 & \text { Sector } 2 & \text { Sector } 3 & \text { Sector } 4 & \text { V.Max } \\ \text { Hour }\end{array}$ 02:23,182 00:29,154 00:25,626 00:30,804 00:25,888 00:28,816 00:25,410 00:30,526 $00: 26,462 \quad 00: 28,523 \quad 00: 25,153 \quad 00: 30,076$ 00:25,685 00:28,298 00:25,285 00:30,217 00:25,719 00:28,355 00:24,970 00:30,056 $\begin{array}{llll}00: 25,482 & 00: 28,008 & 00: 24,837 & 00: 30,185\end{array}$ 00:25,378 00:28,006 00:24,782 00:29,947 00:25,427 $00: 28,144 \quad 00: 24,823 \quad 00: 30,072$ 00:25,490 00:28,251 00:27,401 00:39,418 06:29,254 00:28,661 00:35,581 00:30,447 00:26,051 00:28,422 00:24,983 00:30,500 $00: 25,422 \quad 00: 28,164 \quad 00: 24,804 \quad 00: 30,229$ $00: 25,438 \quad 00: 28,079 \quad 00: 24,914 \quad 00: 29,919$ $00: 25,515 \quad 00: 28,111 \quad 00: 24,699 \quad 00: 29,913$ 00:27,473 00:28,260 00:24,765 00:36,991 $176,09 \quad 10: 55: 36$
$\begin{array}{ll}171,88 & 10: 25: 25\end{array}$ 173,73 10:27:15 179,50 10:29:05 170,98 $10: 30: 54$ 176,09 10:32:42 172,80 10:34:31 174,66 10:36:19 171,88 10:38:20 10:46:24 171,43 10:48:14 171,43 10:50:02 171,88 10:51:50 172,34 $\quad 10: 53: 39$ 106,09 10:55:36

| 62 | TRIAS, Blai ESP |  | Sector 2 | ILUSION RACING |  | . Ideal: 01:48,341 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | P.Vmax: 4 |  |  |
| Lap Time |  | Sector 1 |  | Sector 3 | Sector 4 | V.Max | Hour |
| 1 STAR |  | 01:19,240 |  | 00:29,229 | 00:25,569 | 00:35,093 |  | 10:22:35 |
| 2 01:50 | 638 | 00:25,974 | 00:28,816 | 00:25,401 | 00:30,447 | 174,19 | 10:24:26 |
| 3 01:501 | 135 | 00:26,209 | 00:28,715 | 00:24,946 | 00:30,265 | 173,26 | 10:26:16 |


|  | $61{ }^{\text {HIDA }}$ |
| :---: | :---: |
| Lap Time |  |
| 1 START |  |
| 2 01:50,640 |  |
| $\begin{array}{ll}3 & 01: 50,214 \\ 4 & 01: 49,485\end{array}$ |  |
|  |  |
| 5 01:49,100 |  |
| 6 01:48,512 |  |
| 7 01:48,113 |  |
| 8 01:48,466 |  |
| 9 PIT |  |
| 10 08:03,943 |  |
| 11 01:49,956 |  |
| 12 01:48,619 |  |
| 13 01:48,350 |  |
| 14 01:48,238 |  |
|  |  |

4 01:50,056 5 01:49,528 6 01:49,737 7 01:49,251 8 01:49,442 9 01:49,686 10 PIT 11 07:04,470 12 01:51,305 13 01:48,913 14 01:48,790 15 01:48,889 16 01:51,844

| 71 | BOLAÑO, Ivan | DEZA - BOX 77 | RACING |
| :---: | :--- | :--- | :--- | :--- | :--- | :--- |
|  | ESP | P.Vmax: 7 | T. Ideal: 01:48,470 |

00:26,796 00:28,292 00:24,785 00:30,183 00:25,837 00:28,294 00:25,037 00:30,360 00:25,913 00:28,391 00:24,871 00:30,562 00:25,623 $00: 28,409 \quad 00: 24,999 \quad 00: 30,220$ 00:25,819 00:28,310 00:25,065 00:30,248 $00: 25,822 \quad 00: 28,452 \quad 00: 25,098 \quad 00: 30,314$ $00: 27,841 \quad 00: 28,377 \quad 00: 25,142 \quad 00: 36,405$ 05:40,027 $00: 28,563 \quad 00: 25,749 \quad 00: 30,131$ 00:25,785 00:30,505 00:25,067 00:29,948 00:25,550 00:28,526 00:24,907 00:29,930 00:25,660 00:28,227 00:24,941 00:29,962 00:25,624 00:28,076 00:25,011 00:30,178 | $00: 26,183$ | $00: 29,006$ | $00: 24,950$ | $00: 31,705$ | 174,19 | $10: 55: 25$ |
| :--- | :--- | :--- | :--- | :--- | :--- |

$\frac{\text { Lap Time }}{1 \text { START }}$
2 01:50,755

3 01:49,775
4 01:49,726
5 01:49,506
6 01:49,054
7 01:48,688
8 PIT
9 09:43,525
10 01:49,056
11 01:48,583
12 01:48,735
13 01:50,032

| 14 | $01: 51,892$ | $00: 25,581$ | $00: 28,629$ | $00: 25,033$ | $00: 32,649$ | 179,50 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | $10: 55: 26$


|  | NAKAMURA, Ryunosuke JPN |  |  | MDR COMPETICIóN |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  | P.V |  | T. Ideal: 01:48,567 |  |
| Lap | Time | Sector 1 | Sector 2 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | START | 01:18,861 | 00:29,745 | 00:25,641 | 00:35,436 |  | 10:22:35 |
| 2 | 01:51,115 | 00:26,066 | 00:28,897 | 00:25,423 | 00:30,729 | 173,26 | 10:24:27 |
| 3 | 01:49,774 | 00:25,740 | 00:28,533 | 00:25,165 | 00:30,336 | 179,50 | 10:26:16 |
| 4 | 01:49,285 | 00:25,479 | 00:28,627 | 00:24,851 | 00:30,328 | 182,02 | 10:28:06 |
| 5 | 01:50,173 | 00:26,140 | 00:28,665 | 00:25,223 | 00:30,145 | 179,01 | 10:29:56 |
| 6 | 01:52,707 | 00:25,736 | 00:28,318 | 00:24,857 | 00:33,796 | 183,57 | 10:31:49 |
| 7 | 01:50,574 | 00:25,975 | 00:28,634 | 00:25,273 | 00:30,692 | 173,73 | 10:33:39 |
| 8 | 01:50,256 | 00:25,839 | 00:28,583 | 00:25,038 | 00:30,796 | 174,66 | 10:35:29 |
| 9 | PIT | 00:26,037 | 00:28,855 | 00:25,734 | 00:40,083 | 175,61 | 10:37:30 |
| 10 | 06:44,836 | 05:18,928 | 00:29,176 | 00:25,723 | 00:31,009 |  | 10:44:15 |
| 11 | 01:50,674 | 00:25,962 | 00:28,713 | 00:25,416 | 00:30,583 | 173,26 | 10:46:06 |
| 12 | 01:50,398 | 00:25,852 | 00:28,611 | 00:25,238 | 00:30,697 | 174,66 | 10:47:56 |
| 13 | 01:55,727 | 00:29,915 | 00:30,492 | 00:24,950 | 00:30,370 | 173,26 | 10:49:52 |
| 14 | 01:49,568 | 00:25,979 | 00:28,522 | 00:24,916 | 00:30,151 | 175,61 | 10:51:41 |
| 15 | 01:48,880 | 00:25,412 | 00:28,159 | 00:25,032 | 00:30,277 | 177,05 | 10:53:30 |
| 16 | 01:49,436 | 00:25,605 | 00:28,460 | 00:25,047 | 00:30,324 | 174,19 | 10:55:20 |


| 76 |  | DIAS, Gonçalo POR |  | Sector 2 | VRC TEAM <br> P.Vmax: 16 |  | T. Ideal: 01:47,980 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lap | Time |  | Sector 1 |  | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | STAR |  | 01:30,525 | 00:29,098 | 00:25,340 | 00:30,746 |  | 10:22:41 |
| 2 | 01:49 |  | 00:25,914 | 00:28,505 | 00:24,964 | 00:30,349 | 172,80 | 10:24:31 |
| 3 | 01:48 | ,949 | 00:25,796 | 00:28,158 | 00:24,646 | 00:30,349 | 173,26 | 10:26:20 |
| 4 | 01:48 | ,915 | 00:25,439 | 00:28,248 | 00:24,973 | 00:30,255 | 177,53 | 10:28:09 |



5 01:50,012
6 PIT
7 14:13,333
8 01:49,564
9 01:48,506
10 01:48,438
11 01:54,571
12 01:50,281

00:25,664 00:28,261 00:25,016 00:31,071 $00: 29,08300: 29,986 \quad 00: 25,970 \quad 00: 36,575$ 12:49,139 00:28,763 00:25,054 00:30,377 00:25,776 00:28,527 00:25,003 00:30,258 $00: 25,593 \quad 00: 28,107 \quad 00: 24,788 \quad 00: 30,018$ 00:25,437 00:28,174 00:25,037 00:29,790 00:25,811 00:28,368 00:29,908 00:30,484 00:25,596 00:28,303 00:24,863 00:31,519

178,51 10:29:59 10 01:49,029
$\begin{array}{llll}171,43 & 10: 32: 01 & 11 & 01: 49,162\end{array}$ 10:46:14 $\quad 12 \quad 01: 49,735$
172,80 10:48:04 13 01:49,836

177,05 10:49:52
174,66 10:51:41
177,05 10:53:35
173,73 10:55:25

```
QUARESMA RACING TEAM
P.Vmax: \(2 \quad\) T. Ideal: 01:47,280
```



Lap Time $\quad$ Sector 1 Sector 2 Sector 3 Sector 4 V.Max Hour
1 START

2 01:49,798
01:48,760
4 01:48,610
5 01:50,365
6 01:48,878
7 PIT
8 11:08,811
9 01:49,191
10 01:48,379
11 01:48,328
12 01:48,674
13 01:50,738
14 01:48,285
01:23,911 00:27,467 00:28,384 00:33,295 10:22:39
$\begin{array}{llllll}00: 26,013 & 00: 28,480 & 00: 25,049 & 00: 30,256 & 176,57 & 10: 24: 29\end{array}$ $\begin{array}{llllll}00: 25,546 & 00: 28,277 & 00: 24,797 & 00: 30,140 & 177,53 & 10: 26: 17\end{array}$ $00: 25,542 \quad 00: 28,059 \quad 00: 24,991 \quad 00: 30,018$ 00:27,325 00:28,234 00:24,769 00:30,037 00:25,472 $\quad 00: 28,317 \quad 00: 24,728 \quad 00: 30,361$ $00: 30,144 \quad 00: 31,597 \quad 00: 25,935 \quad 00: 40,420$ 09:44,844 00:28,513 00:24,928 00:30,526 $00: 25,642 \quad 00: 28,309 \quad 00: 24,904 \quad 00: 30,336$ $00: 25,529 \quad 00: 28,266 \quad 00: 24,718 \quad 00: 29,866$ 00:25,330 00:28,319 00:24,617 00:30,062 00:25,356 00:28,234 00:24,762 00:30,322 $\begin{array}{llllll}00: 27,526 & 00: 28,277 & 00: 24,683 & 00: 30,252 & 175,14 & 10: 54: 07\end{array}$ $00: 25,514 \quad 00: 28,156 \quad 00: 24,675 \quad 00: 29,940 \quad 174,66 \quad 10: 55: 56$

184,62 10:29:56
179,01 10:31:45
182,02 10:33:53 10:45:02
174,66 10:46:51
175,14 10:48:40
176,57 10:50:28
176,57 10:52:17

| 99 |  | ZHAN, Junhao CHN | CHINA RACING TEAM |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Sector 2 | P.Vmax: 11 |  | T. Ideal: 01:50,444 |  |
| Lap | Time |  | Sector 1 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | START | 01:52,751 | 00:33,508 | 00:29,802 | 00:36,730 |  | 10:23:19 |
| 2 | 02:06,136 | 00:30,833 | 00:32,367 | 00:28,537 | 00:34,399 | 131,17 | 10:25:25 |
| 3 | 02:01,397 | 00:28,912 | 00:31,262 | 00:27,374 | 00:33,849 | 143,68 | 10:27:26 |
| 4 | 01:58,057 | 00:27,600 | 00:30,427 | 00:26,927 | 00:33,103 | 155,77 | 10:29:24 |
| 5 | 01:59,158 | 00:27,719 | 00:30,837 | 00:27,214 | 00:33,388 | 156,52 | 10:31:23 |
| 6 | PIT | 00:27,798 | 00:30,941 | 00:27,743 | 00:42,071 | 156,14 | 10:33:32 |
| 7 | 07:16,228 | 05:50,308 | 00:29,409 | 00:25,425 | 00:31,086 |  | 10:40:48 |
| 8 | 01:52,753 | 00:26,392 | 00:29,448 | 00:26,102 | 00:30,811 | 171,43 | 10:42:41 |
| 9 | 01:53,478 | 00:26,185 | 00:29,366 | 00:27,030 | 00:30,897 | 171,88 | 10:44:34 |
| 10 | 01:50,795 | 00:26,052 | 00:28,972 | 00:25,138 | 00:30,633 | 174,66 | 10:46:25 |
| 11 | 01:50,763 | 00:26,041 | 00:28,722 | 00:25,308 | 00:30,692 | 174,19 | 10:48:16 |
| 12 | 01:51,160 | 00:26,023 | 00:29,043 | 00:25,484 | 00:30,610 | 174,19 | 10:50:07 |
| 13 | 01:53,514 | 00:26,158 | 00:29,551 | 00:27,187 | 00:30,618 | 174,19 | 10:52:01 |
| 14 | 01:55,740 | 00:25,974 | 00:29,172 | 00:29,593 | 00:31,001 | 180,00 | 10:53:56 |
| 15 | 01:52,254 | 00:26,188 | 00:29,104 | 00:25,181 | 00:31,781 | 172,34 | 10:55:49 |

00:25,839 $\quad 00: 28,303 \quad 00: 24,741 \quad 00: 30,146 \quad 173,73 \quad 10: 49: 55$ 00:25,965 $00: 28,360 \quad 00: 24,880 \quad 00: 29,957 \quad 175,61 \quad 10: 51: 44$ 00:25,747 $\quad 00: 28,545 \quad 00: 25,153 \quad 00: 30,290 \quad 177,53 \quad 10: 53: 34$ 00:25,869 00:28,600 00:25,094 00:30,273 174,19 10:55:23

2 02:06,136
3 02:01,397
4 01:58,057
5 01:59,158
6 PIT
7 07:16,228
01:53,478
10 01:50,795
11 01:50,763
12 01:51,160
13 01:53,514
14 01:55,740
15 01:52,254
$00: 30,833 \quad 00: 32,367 \quad 00: 28,537 \quad 00: 34,399$ 00:28,012 00:31,262 00:27,374 00:33,840 00:27,719 00:30,837 00:27,214 00:33,388 00:27,798 00:30,941 00:27,743 00:42,071 05:50,308 00:29,409 00:25,425 00:31,086 00:26,392 00:29,48 00:26,102 $00: 30,811$ $00: 26,052 \quad 00: 28,972 \quad 00: 25,138 \quad 00: 30,633$ 00:26,041 00:28,722 00:25,308 00:30,692 00:26,023 00:29,043 00:25,484 00:30,610 00:25,974 00:29,172 00:29,503 00:31,001 00:25,974 00:29,172 00:29,593 00:31,001 80,00 $10: 53: 56$ 172,34 10:55:49

| 80 |  | RENDE, Cameron AUS | Sector 2 | MOTAP RACING TEAM |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | P.Vmax: 3 |  | T. Ideal: 01:48,153 |  |
| Lap | Time |  |  | Sector 1 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | START | 02:25,178 | 00:28,924 | 00:25,797 | 00:30,466 |  | 10:23:36 |
| 2 | 01:49,855 | 00:25,799 | 00:28,631 | 00:25,275 | 00:30,150 | 180,00 | 10:25:26 |
| 3 | 01:49,462 | 00:25,899 | 00:28,615 | 00:25,019 | 00:29,929 | 178,51 | 10:27:15 |
| 4 | 01:49,567 | 00:25,949 | 00:28,355 | 00:25,229 | 00:30,034 | 177,53 | 10:29:05 |
| 5 | 01:49,474 | 00:26,048 | 00:28,507 | 00:24,994 | 00:29,925 | 170,53 | 10:30:54 |
| 6 | 01:48,284 | 00:25,382 | 00:28,120 | 00:24,935 | 00:29,847 | 184,09 | 10:32:43 |
| 7 | 01:48,422 | 00:25,518 | 00:28,195 | 00:24,936 | 00:29,773 | 182,54 | 10:34:31 |
| 8 | 01:48,730 | 00:25,699 | 00:28,226 | 00:24,952 | 00:29,853 | 180,50 | 10:36:20 |
| 9 | PIT | 00:25,472 | 00:28,063 | 00:29,340 | 00:37,654 | 178,02 | 10:38:20 |
| 10 | 06:21,606 | 04:57,463 | 00:28,732 | 00:25,334 | 00:30,077 |  | 10:44:42 |
| 11 | 01:49,947 | 00:25,502 | 00:28,706 | 00:25,522 | 00:30,217 | 176,09 | 10:46:32 |
| 12 | 01:49,189 | 00:25,666 | 00:28,450 | 00:25,126 | 00:29,947 | 175,61 | 10:48:21 |
| 13 | 01:49,099 | 00:25,548 | 00:28,391 | 00:25,073 | 00:30,087 | 176,09 | 10:50:10 |
| 14 | 01:49,593 | 00:25,497 | 00:28,194 | 00:25,673 | 00:30,229 | 176,57 | 10:52:00 |
| 15 | 01:54,618 | 00:25,884 | 00:28,297 | 00:30,313 | 00:30,124 | 171,88 | 10:53:55 |
| 16 | PIT | 00:25,748 | 00:28,386 | 00:24,987 | 00:39,594 | 174,66 | 10:55:53 |


| 92 |  | AZNAR, Joel ESP |  | Sector 2 | ILUSION RACING |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | P.Vmax: 6 | T. Ideal: 01:48,554 |  |  |
| Lap | Time |  |  |  | Sector 1 | Sector 3 | Sector 4 | V.Max | Hour |
| 1 | STAR |  | 01:19,626 |  | 00:29,359 | 00:26,680 | 00:34,024 |  | 10:22:35 |
| 2 | 01:50 | ,392 | 00:26,179 | 00:28,799 | 00:25,139 | 00:30,275 | 175,61 | 10:24:26 |
| 3 | 01:50 | ,239 | 00:26,089 | 00:28,762 | 00:25,122 | 00:30,266 | 183,05 | 10:26:16 |
| 4 | 01:49 | ,492 | 00:25,553 | 00:28,478 | 00:24,964 | 00:30,497 | 182,54 | 10:28:06 |
| 5 | 01:50 | ,061 | 00:25,784 | 00:28,396 | 00:25,011 | 00:30,870 | 177,53 | 10:29:56 |
| 6 | 01:50 | ,051 | 00:26,006 | 00:28,630 | 00:25,030 | 00:30,385 | 177,53 | 10:31:46 |
| 7 | PIT |  | 00:25,813 | 00:28,427 | 00:24,980 | 00:41,186 | 178,02 | 10:33:46 |
| 8 | 12:29 | ,464 | 11:04,271 | 00:29,280 | 00:25,688 | 00:30,225 |  | 10:46:16 |
| 9 | 01:50 | ,033 | 00:26,040 | 00:28,602 | 00:24,989 | 00:30,402 | 175,14 | 10:48:06 |



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Insparya 柇Kawasaki
REDD
Lambea EPERIS


Velocidades máximas Ent. Libre 1 SS300

|  | Nombre | Equipo/Club | Vehículo | Mejores 5 velocidades máximas |  |  |  |  | Media | Max. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 55 | CALATAYUD, Unai | ARCO MOTOR UNIVERSIT YAMAHA |  | 185,7 | 178,0 | 176,1 | 175,6 | 175,1 | 178,1 | 185,7 |
| 79 | ALONSO, Tomas M. | QUARESMA RACING TEAMKAWASAKI |  | 184,6 | 182,0 | 179,0 | 179,0 | 177,5 | 180,4 | 184,6 |
| 80 | RENDE, Cameron | MOTAP RACING TEAM | KAWASAKI | 184,1 | 182,5 | 180,5 | 180,0 | 178,5 | 181,1 | 184,1 |
| 73 | NAKAMURA, Ryunosuke | MDR COMPETICIóN | YAMAHA | 183,6 | 182,0 | 179,5 | 179,0 | 177,0 | 180,2 | 183,6 |
| 62 | TRIAS, Blai | ILUSION RACING | KAWASAKI | 183,6 | 183,1 | 178,5 | 178,0 | 177,0 | 180,0 | 183,6 |
| 92 | AZNAR, Joel | ILUSION RACING | KAWASAKI | 183,1 | 182,5 | 178,0 | 177,5 | 177,5 | 179,7 | 183,1 |
| 71 | BOLAÑO, Ivan | DEZA - BOX 77 RACING | KAWASAKI | 182,0 | 179,5 | 178,0 | 178,0 | 177,5 | 179,0 | 182,0 |
| 16 | LIRA, Elmer Joel | MOTAP RACING TEAM | KAWASAKI | 182,0 | 180,0 | 178,5 | 178,5 | 177,5 | 179,3 | 182,0 |
| 32 | VALENTE Rodrigo | ILUSION RACING | KAWASAKI | 181,5 | 181,0 | 181,0 | 180,5 | 180,0 | 180,8 | 181,5 |
| 33 | SANCHEZ, Gonzalo | ARCO MOTOR UNIVERSIT | YAMAHA | 180,5 | 180,5 | 179,0 | 178,5 | 178,0 | 179,3 | 180,5 |
| 99 | ZHAN, Junhao | CHINA RACING TEAM |  | 180,0 | 174,7 | 174,2 | 174,2 | 174,2 | 175,4 | 180,0 |
| 37 | PEREZ, Jose Luis | CHINA RACING TEAM |  | 179,5 | 179,0 | 175,1 | 173,3 | 172,8 | 175,9 | 179,5 |
| 35 | FLEMING, Varis | MOTAP RACING TEAM | KAWASAKI | 179,5 | 178,5 | 178,5 | 176,6 | 176,6 | 177,9 | 179,5 |
| 18 | MUÑOZ, Ivan | DEZA - BOX 77 RACING | KAWASAKI | 179,5 | 176,6 | 174,7 | 173,3 | 173,3 | 175,5 | 179,5 |
| 61 | HIDALGO, Uriel | DEZA - BOX 77 RACING | KAWASAKI | 179,5 | 176,1 | 176,1 | 174,7 | 173,7 | 176,0 | 179,5 |
| 76 | DIAS, Gonçalo | VRC TEAM | KAWASAKI | 178,5 | 177,5 | 177,0 | 177,0 | 174,7 | 177,0 | 178,5 |
| 21 | DA SILVA, Rafael | K. PL RACING JUNIOR | KAWASAKI | 178,0 | 174,2 | 174,2 | 173,3 | 172,8 | 174,5 | 178,0 |
| 10 | DE SOUSA, F. | VRC TEAM | KAWASAKI | 178,0 | 178,0 | 176,6 | 176,6 | 176,1 | 177,1 | 178,0 |
| 26 | OCETE, Daniel | I+DENT JUNIOR RACING | YAMAHA | 177,0 | 175,1 | 171,0 | 170,5 | 170,5 | 172,8 | 177,0 |
| 47 | TORRES, Antonio | DEZA-BOX 77 RACING T | KAWASAKI | 176,6 | 175,6 | 175,6 | 173,3 | 172,8 | 174,8 | 176,6 |
| 23 | RAPOSEIRAS, Jordi | ALMA RACING | KAWASAKI | 174,7 | 174,7 | 174,2 | 172,8 | 171,9 | 173,6 | 174,7 |
| 2 | RIVERA, Natalia | I+DENT JUNIOR RACING | YAMAHA | 173,7 | 172,3 | 172,3 | 171,9 | 170,5 | 172,2 | 173,7 |
| 48 | EUGENIO, Martim A. | TEAM MOTOCLUBE | KAWASAKI | 172,8 | 170,5 | 170,1 | 170,1 | 169,2 | 170,5 | 172,8 |
| 44 | COVARRUBIAS, Adrian | PM MOTORSPORT- | KAWASAKI | 167,4 | 164,9 |  |  |  | 166,2 | 167,4 |

 CTO. ESBK 2023

Mejores vueltas Ent. Libre 1 SS300

|  | Nombre | Equipo/Club | Vehículo | Mejores vueltas |  |  |  |  | Media |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 55 | CALATAYUD, Unai | ARCO MOTOR UNIVERSI | YAMAHA | 01:47,168 | 01:47,387 | 01:47,412 | 01:47,558 | 01:47,610 | 01:47,427 |
| 37 | PEREZ, Jose Luis | CHINA RACING TEAM |  | 01:47,228 | 01:47,317 | 01:47,401 | 01:47,555 | 01:47,788 | 01:47,457 |
| 33 | SANCHEZ, Gonzalo | ARCO MOTOR UNIVERSI | YamAHA | 01:47,275 | 01:47,717 | 01:47,789 | 01:47,967 | 01:48,142 | 01:47,778 |
| 47 | TORRES, Antonio | DEZA-BOX 77 RACING T | KAWASAKI | 01:47,415 | 01:47,475 | 01:47,631 | 01:47,644 | 01:47,679 | 01:47,568 |
| 61 | HIDALGO, Uriel | DEZA - BOX 77 RACING | KAWASAKI | 01:48,113 | 01:48,238 | 01:48,350 | 01:48,466 | 01:48,512 | 01:48,335 |
| 80 | RENDE, Cameron | MOTAP RACING TEAM | KAWASAKI | 01:48,284 | 01:48,422 | 01:48,730 | 01:49,099 | 01:49,189 | 01:48,744 |
| 79 | ALONSO, Tomas M. | QUARESMA RACING TEA | MKAWASAKI | 01:48,285 | 01:48,328 | 01:48,379 | 01:48,610 | 01:48,674 | 01:48,455 |
| 18 | MUÑOZ, Ivan | DEZA - BOX 77 RACING | KAWASAKI | 01:48,316 | 01:48,516 | 01:48,689 | 01:48,718 | 01:48,758 | 01:48,599 |
| 76 | DIAS, Gonçalo | VRC TEAM | KAWASAKI | 01:48,438 | 01:48,506 | 01:48,915 | 01:48,949 | 01:49,564 | 01:48,874 |
| 71 | BOLAÑO, Ivan | DEZA - BOX 77 RACING | KAWASAKI | 01:48,583 | 01:48,688 | 01:48,735 | 01:49,054 | 01:49,056 | 01:48,823 |
| 62 | TRIAS, Blai | ILUSION RACING | KAWASAKI | 01:48,790 | 01:48,889 | 01:48,913 | 01:49,251 | 01:49,442 | 01:49,057 |
| 44 | COVARRUBIAS, Adrian | PM MOTORSPORT- | KAWASAKI | 01:48,793 | 01:49,205 | 08:14,589 |  |  | 03:57,529 |
| 26 | OCETE, Daniel | I+DENT JUNIOR RACING | YAMAHA | 01:48,825 | 01:49,354 | 01:49,370 | 01:49,386 | 01:49,404 | 01:49,267 |
| 73 | NAKAMURA, Ryunosuke | MDR COMPETICIÓN | YAMAHA | 01:48,880 | 01:49,285 | 01:49,436 | 01:49,568 | 01:49,774 | 01:49,388 |
| 92 | AZNAR, Joel | ILUSION RACING | KAWASAKI | 01:49,029 | 01:49,162 | 01:49,492 | 01:49,735 | 01:49,836 | 01:49,450 |
| 35 | FLEMING, Varis | MOTAP RACING TEAM | KAWASAKI | 01:49,081 | 01:49,134 | 01:49,241 | 01:49,304 | 01:49,449 | 01:49,241 |
| 32 | VALENTE Rodrigo | ILUSION RACING | KAWASAKI | 01:49,266 | 01:49,464 | 01:49,547 | 01:49,629 | 01:49,633 | 01:49,507 |
| 16 | LIRA, Elmer Joel | MOTAP RACING TEAM | KAWASAKI | 01:49,432 | 01:50,187 | 01:50,212 | 01:50,249 | 01:50,310 | 01:50,078 |
| 23 | RAPOSEIRAS, Jordi | ALMA RACING | KAWASAKI | 01:49,504 | 01:49,998 | 01:50,018 | 01:50,104 | 01:50,310 | 01:49,986 |
| 21 | DA SILVA, Rafael | K. PL RACING JUNIOR | KAWASAKI | 01:49,833 | 01:50,014 | 01:50,031 | 01:50,114 | 01:50,129 | 01:50,024 |
| 10 | DE SOUSA, F. | VRC TEAM | KAWASAKI | 01:49,978 | 01:50,160 | 01:50,561 | 01:50,564 | 01:50,786 | 01:50,409 |
| 2 | RIVERA, Natalia | I+DENT JUNIOR RACING | YAMAHA | 01:50,212 | 01:50,317 | 01:50,562 | 01:50,800 | 01:50,817 | 01:50,541 |
| 99 | ZHAN, Junhao | CHINA RACING TEAM |  | 01:50,763 | 01:50,795 | 01:51,160 | 01:52,254 | 01:52,753 | 01:51,545 |
| 48 | EUGENIO, Martim A. | TEAM MOTOCLUBE | KAWASAKI | 01:50,779 | 01:50,932 | 01:51,107 | 01:51,156 | 01:51,528 | 01:51,100 |

